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A. S. WATSON & CO.  
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THE HONGKONG DISPENSARY

The Daily Press.

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HONGKONG, 5th August, 1901

RECENT advices from the North are not satisfactory; and it may well be that the work of reconstruction may yet have to be taken in hand by the Powers. Indeed, as affairs have turned out, it would almost seem that the complacency of the foreign nations has been carried too far, and we shall have at this eleventh hour to undertake the work which might have been better accomplished at the beginning. Most people are of the opinion that the only hope for China consists in restoring to his rightful position the dispossessed Emperor, KWANG HSU, and once for all doing away with the regency of the Empress Dowager, to whose initiative the present *impasse* is mainly due; but here the unfortunate fact that the Emperor is without an heir doubtless interferes, while every day shows the inadvisability of recognising the youth PU CHUN, who has been named by the Dowager as his successor. If, as has been stated, PU CHUN has been spirited away by his ruffianly father, Prince TIAN, this inadvisability is still further accentuated. The youth, who was born in the year 1886, and is therefore fifteen years of age, has already developed traits of character which prove him to be unfitted in every way for the post. He is undoubtedly a bad boy, and to this natural unfittedness for the high post he has been under the thumb of his father, whose evil deeds are the common talk of Peking. The situation is, however, one of unusual difficulty, and the more so that in a matter affecting so closely the affairs of the Empire we have to take account of Chinese methods of thought, and respect what indeed to us may seem mere prejudice, but which to the Chinese mind have a deeper import. Lately we have spoken of the causes which have saved the Chinese as a nation from those evils of contested succession which at all ages in Asia have been at the root of unnumbered troubles. According to the rules which prevail from Constantinople to the borders of China, the theory is that the crown should go to the fittest; and in all ages the brother has been preferred to the son, especially when it has happened that the latter is of tender years. To the Chinese, whose ancestral worship forms the groundwork of family existence, the succession of

a brother, or even of a member of the same generation, seems little short of sacrilege; as manifestly the offerings to the manes must partake of the nature of succession, and from the very nature of the case, the brother or the full cousin of any degree is excluded. In the family cult of the Imperial clan this fact is emphasised so as to be apparent on the surface, by giving each horizontal line a special title. In the ordinary Chinese family this is to a considerable extent concealed by the priority given to the surname; amongst the Manchus, where the family or clan name does not appear in the ordinary appellation of the individual, the first character of the individual name at once proclaims his position in the genealogical chart.

Thus the Emperor TAO KWANG's name was MIN NING, and his sons, as well as all others of the same generation, counting from the founder of the family, bore as their prenomen the character 奕. He was succeeded by his fourth son, I CHAO 奕訢. He had besides eight other sons, all of whom were equally eligible. But besides his son, his grandson of the preceding Emperor KIA K'ING also bore the prenomen I, and in default of an unobjectionable son, the others with the like prenomen I would be perfectly eligible.

But I CHAO in his turn had but one son, who took the prenomen of the generation, and was called TSAI SHUN, and in due course while yet of tender years succeeded as the Emperor TUNG CHI. It became necessary then to establish a regency, and of the regency, the most energetic, the Emperor's own mother, the concubine Tzu NI, from the first became the impelling force. When the Emperor came to man's estate, and showed some symptoms of the independence of spirit that had actuated his ancestors, he was suddenly taken ill, and died; but the announcement of his death was delayed till someone convenient was found to put in his place. For personal reasons, only known to the Dowager, the infant son of I HWAN 奕譞 seventh son of TAO KWANG, but who was also a TSAI, TSAI T'EN, was selected, and placed on the throne with the Nienhao of KWANG HSU.

How the intrusion of a TSAI, who was unable *de facto* to perform the necessary sacrificial rites to the shade of the unhappy boy Emperor, was received by the official classes in China, we learn from the touching story of the death of the Consort WU K'ORU, whose last memorial, sealed by his voluntary death, appeared in the *Peking Gazette* of the time. WU K'ORU had twice before in the pursuit of what appeared to him the path of duty jeopardised his life by too freely commenting on affairs of state. "The remaining years he had yet to run were wholly the gift of his Majesty [TUNG-CHI] a few years since; in that he did not die after committing three deadly sins, and had a life restored to him for which he did not sue." The life so restored to him he determined to devote to the Emperor who had pardoned him, but his Majesty, while still young and without a son, was taken away, and a son of Prince I HWAN [Prince CH'UN] was chosen Emperor in his stead, but adopted as son to HEN FENG, so leaving TUNG CHI without an heir to continue the sacrifices to his manes. The story is beautiful in its simplicity and devotion.

WU asked for and obtained permission to attend at his dishevelled master's funeral, and determined that on its completion he would offer his life in sacrifice, but before so doing he presented his dying address. "The birds sing mournfully before they die, [and the words of a dying man should be words of wisdom." He told of the misfortunes of his master of which this last was the crown, and begged the Regents to take into consideration his piteous accents; after which he sealed the petition with his life. Though no immediate result has ever come about from WU's devotion, the incident ever afterwards cast a gloom over the life of the boy KWANG HSU, and has been doubtless one of the things which have tended to make his life sorrowful. It has by the Confucian fiction been cited as a judgment that his childlessness has left him no immediate issue to offer the sacrifices to his manes; and that as an intruder he will have for the ages to wander—a restless forgotten spirit—through the realms of Hades—a fact that has doubtless tended to spur his mind.

That from an European standpoint the best and ablest successor to the Throne, in the event of the death without issue of KWANG HSU, would be our recent visitor, the Emperor's brother TSAI LI, by succession Prince CHUN, there is no doubt; but from a Chinese point of view the succession of brother would be an actual impiety, in this case aggravated by the fact that his brother's accession as a TSAI, where a PU should have been chosen, had been against the conscience of the more rigid Confucianists. There are, however, numerous descendants in the direct line of the Emperor TAO KWANG, any of whom might have a title, in the proper generation, to the Throne, but so serious has been the degeneration of the stock during the present

century that it is understood that there was little room for choice in the case of Prince PU CHUN selected by the Empress. TAO KWANG's eldest son, Prince I WAI, is represented only by adoption; his fifth is represented in the person of the present rebel, the infamous Prince TIAN; his sixth is represented by the present Prince KWANG, but neither he nor his brother, is spoken of in favourable terms. Going back to an earlier generation, there is of course Prince K'ING, but as he belongs to the I generation, neither he nor his son could legally succeed. Altogether the succession to the disgraced throne of K'ANGHI is a subject beset with difficulties; and while we must acknowledge that its present occupant, though not so strong-minded as is advisable to restore the former prestige of the House, and unfortunately of rather fragile constitution, is yet a clever and well meaning young man, it is the best interests of China that the title of Crown Prince should be bestowed on some prince with a cleaner record than the had-dispositioned son of the infamous TSAI I, the present TIAN SIN WANG.

The *Gazette* contains the official recognition of Hori O. Gumprecht as Imperial German Consul at Hongkong.

There were two fresh cases of plague (Chinese) in the twenty-four hours ending noon on Saturday last, and two deaths.

We have received further correspondence on "The Paradox Acknowledgment," which we regret, in accordance with our announced decision, we cannot insert.

The British transports *Umba* and *Mirani* arrived in the harbour from Calcutta on the 3rd and 4th inst. respectively. The hospital ship *Carthage* arrived from Shanghai on the 4th inst.

On enquiry at the Naval Yard on Saturday afternoon we were informed that there was nothing to communicate with reference to the sudden departure for Amoy of the *Eclipse*, *Daphne*, and *Pigmy*.

A rough sea and a squally wind were experienced in the harbour yesterday. During the forenoon a sampan was swamped, fortunately without loss of life, the occupants being rescued by a private launch.

The members of the Band of the Volunteer Corps are said to be lax in their attendance for weekly practice, and as it is desired that the Band should become efficient for playing out when the drill season commences, they are requested to attend more regularly in future.

In another column appears an article by "Scrutator" dealing with the recently issued blue-book on the sanitary condition of the colony. This article only deals with H.E. the Governor's correspondence, and a second article commenting on the Official Memoranda will follow in a day or two.

We are informed that with reference to Government Notification No. 402 of the 25th instant, it is notified that telegraphic information has been received from the Government of India that between the 19th and 22nd instant three cases of plague and one death have occurred at Karachi.

We have been requested by Mr. T. Elvine, Secretary, Civilian Club, to publish a challenge to the colony for a draughts tournament, six a side, to be held at such time and place as may hereafter be decided. Anyone wishing to take up the challenge may communicate with Mr. Elvine, when preliminaries can be arranged.

The city on Saturday from morning till night was enveloped in dust storms, and apparently little or nothing was done to lay the dust. Pedestrians had to face the clouds of dust and get through them with smarting eyes; only one water-cart was heard of as being in action. The nuisance was a typical example of our exquisite administration. Fortunately rain fell in the evening.

Water Police Constable G. S. Foden, No. 131, being tired of the worries and petty annoyances of the present day attending the life of a guardian of the peace, has purchased his discharge for \$480, and will leave the force about the 24th inst., to take up an appointment in the Kowloon Dock. In specifying the reasons for having been willing to pay so large a sum for his release from the Police Force, he said, "Well, I am tired, in the first place, of the petty annoyances the Captain Superintendent subjects, or permits us to be subjected to. Moreover, I do not care to work under the present Inspector of the Water Police. I have even more service than him, I possess better qualifications than he does, and do not intend to submit longer to his rule. Service in the Police Force nowadays is a series of snubs and annoyances, instigated and carried out by a few 'non-coms' in favour. The authorities did not seem to like the idea of my leaving, as they first asked me to pay \$600 and give three months' notice. I paid the money, and received back \$120. I practically had to pay \$480 for my discharge, which several men, with the same amount of service, received for \$200 and without notice. I shall appeal to the Governor after I am out of the force. I got a situation with the Kowloon Dock Co. at twice the pay I am getting now and free quarters. I expect to leave the force about the 24th inst. This is a serious matter which requires a thorough and impartial investigation. That a man in P. C. Foden's position of life should be willing to pay what to him must have been a large sum, and have represented some years' service, is grave evidence of the disaffection existing in the Police Force.

The Bishop of North China is appealing for a school-church at Welfaiwei, to cost \$250 and to seat 100 to 120 people. The S.P.C.K. Committee have voted £25.

The remains of the former German Minister at China, Baron von Kottler, who was murdered at Peking during the late troubles, will be buried at the central cemetery at Munster, in Westphalia, the home of the victim.

Police Inspector P. McNab has been promoted from a third-class to a second-class inspector. The appointment, which dates from the 1st inst., gives satisfaction to Inspector McNab's many friends in the Police Force.

As the result of the measures taken by the military authorities to reduce the excessive sickness amongst the troops of the garrison there are now no cases of fever in hospital, the last man being discharged on the 2nd inst. The fact must afford gratification to all.

The following telegram reporting the discovery of a rock direct in the track of shipping between the Yangtze and Simonski has been received by the Naval Authorities, and is published in the *Gazette*:—"From Water-witch, Shanghai, 1st August, 1901. Rock found eighteen feet latitude, 32.07 north; longitude, 125.11 east."

Messrs. Erich Georg & Co. say in their weekly share list, dated Hongkong, 3rd August:—"The July settlements passed off very smoothly, but business, on the whole, has been rather quiet, and confined to but few stocks. The market closes fairly steady, with a tendency to buy forward. The rates of Exchange on Shanghai close at Tls. 73½ for a T/T, and Tls. 73½ for three days' sight private bills.

The colony has been fortunate in being free from typhoons since the disastrous one on the morning of 10th November last year. The squally weather during Saturday, and yesterday however, pointed strongly, if not to a typhoon, at least to something not far removed from it. Lightning was frequent, and during Saturday night the wind increased almost to a gale, but died away considerably towards six o'clock yesterday morning, when rain fell in torrents. The effect in the cooling of the atmosphere is very welcome.

At the Supreme Court on Saturday, before his Honour A. G. Wise (Acting Chief Justice), notice of motion was heard from Yau Pang Shin and others, appellants, against the Attorney-General, respondent, for leave to appeal from a decision on 23rd July last of the Land Court upsetting a claim of appellants to certain lands at Tai Shok-ko, Shiu Kung, in the New Territory. Mr. J. J. Francis, K.C. (instructed by Mr. O. D. Thomson, solicitor), appeared for the appellants, who claim that the decision is a mistake in point of law. This is the first appeal from the Land Court. His Lordship adjourned the hearing *sine die*, with leave to amend the notice of motion if thought necessary by the appellants.

We are requested to state that by kind permission of Lieut.-Colonel Teverham, D.S.O., and the Officers, the Band of the 3rd Madras Light Infantry will play this evening from 6 to 8 p.m. at Kowloon on the sea front at the bottom of Robinson Road. If possible this band will play every Monday evening. The public, especially the residents of Kowloon, ought to be thankful to the Officers for supplying this long-felt want, and if they could see their way to allow their band to play on this side of the harbour on every alternate Monday during summer it would be a boon to the residents here. It is the peculiarity of a crown colony not to undertake or provide any public amusements which make living in our neighbouring foreign colonies bearable. What a vast amount we have to learn from the Dutch and the French in the pleasures of colonial life. Even at Macao there is a public band, and, of course, at Shanghai the daily performances of the town band afternoon and evening is one of the chief enjoyments in the "Model Settlement." Can anyone picture any day more miserable than a Sunday in Hongkong? It is to be hoped that one of the first duties of the remodelled Sanitary Board that is to be, will be the provision of a town band.

## THE SUDDEN DEPARTURE OF WARSHIPS.

ARRIVAL OF H.M.S. "GLORY."

H.M. flagship *Glory*, with Admiral Sir Cyprian Bridge on board, dropped anchor in the harbour at half-past three o'clock yesterday afternoon.

A representative of this paper boarded her, and found, as we anticipated, that the rumour of the *Glory* having been on the rocks was without foundation.

The *Glory* took up Admiral Sir Cyprian Bridge at Fushan, where he arrived from Shanghai on H.M.S. *Alacrity*, and was on her way to Hongkong when she met the *Eclipse*, who informed her that a man-of-war was wanted at Amoy. The *Glory* promptly turned about and followed the *Eclipse* into Amoy, where everything was found quiet.

On her way to Amoy, the *Glory* met a French man-of-war, presumably the *Amiral Charner*, on account of whose appearance at Amoy, it is said, a telegram came to Hongkong asking for a man-of-war, and instead of one, three were dispatched. It is thought the French ship put in at Amoy in connection with the much discussed French cable. The mysterious and sudden departure of the *Eclipse*, *Daphne*, and *Pigmy* is said to be due to a false alarm and nothing more. However, it is gratifying to see how promptly our *Baudouins* are ready if a crisis is in prospect.

The *Glory* upon leaving Amoy had a very rough passage, the weather being abominable.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## AFFAIRS IN CHINA.

Amoy, 3rd August, 11 a.m.

## THE BRITISH SHIPS AT AMOY.

H.M.S. *Glory*, with Admiral Sir Cyprian

Bridge on board, has left for Hongkong. All is quiet here.

London, 3rd August, 12.30 a.m.

## THE RUSSIAN CASUALTIES IN CHINA—A HEAVY LIST.

An official return of the Russian losses in China up to April, states that 20 officers and 400 men were killed; 77 officers and 1,449 men were wounded and 9 officers and 80 men have since died. 56 are reported missing.

## THE TROOPS IN CHINA.

The Russian forces in China number 15,000 reserves and 12,000 Siberian guards.

## SOUTH AFRICA.

London, 3rd August, 12.30 a.m.

## REPLY TO KRITZINGER'S THREAT. MR. CHAMBERLAIN AND ASSASSINS.

The Press universally condemns the threat of Commandant Kritzinger to shoot all natives found in the British service, armed and unarmed.

Mr. Chamberlain has instructed Lord Kitchener to inflict a death penalty on any person captured and found guilty of killing British wounded, or of murdering natives or authorising the same.

## REUTER'S SERVICE.

London, 1st August.

## THE AMERICAN STEEL STRIKE.

The strike of American Steel workers is still unsettled.

## THE SITUATION IN THE BALKANS.

The Times reviewing the situation in the Balkans, says that unusual anxiety is displayed at Vienna.

## BOERS ENTER PORTUGUESE TERRITORY.

A Boer commando has entered Portuguese territory, it is believed in search of supplies.

London, 1st August.

## THE WAR EXPENDITURE.

Sir Michael Hicks-Beach states that it is believed the same already voted for the war in South Africa will suffice until January next, and possibly to the end of the present financial year (31st March, 1902).

## THE THIBETAN MISSION TO RUSSIA.

The Thibetan mission has left Moscow, homeward bound.

London, 2nd August.

## DEATH OF MR. BRIDRICK'S WIFE.

The sudden death of the wife of the Right Honourable Wm. St. John Bridrick, Secretary of State for War, is announced.

## KRITZINGER THREATENS TO KILL ALL NATIVES IN BRITISH EMPLOY.

Lord Kitchener reports that Commandant Kritzinger has notified General French that he intends to kill all natives in British employ, whether armed or unarmed.

## PARLIAMENT.

## FURTHER NAVAL AND MILITARY EXPENDITURE AUTHORIZED.

The House of Commons has authorized the expenditure of six millions sterling for naval works, and six millions sterling for military works, including a breakwater at Malta, and increased coaling facilities for the fleet. The military works will consist largely of the erection and reconstruction of barracks.

London, 2nd August.

## THE CHINESE TARIFF.

Lord Cranborne states that proposals have been made to include in the Chinese five per cent. *ad valorem* tariff articles now free from duty, except rice and cereals.

## REPLY TO COMMANDANT KRITZINGER'S THREATS.

The British Government has enabled Lord Kitchener, instructing him to inform Commandant Kritzinger that any one found carrying out the threats recently made concerning natives in British employ, will be court-martialled and executed.

## ARRIVAL OF GERMAN CHINA SQUADRON AT CADIZ.

The German China Squadron, led by Admiral von Dönhofs, has arrived at Cadiz. The home-going *parade* was not by Prince Henry of Prussia in the morning.

## THE INSANITARY CONDITION OF HONGKONG.

THE OFFICIAL EXPLANATION.

The pleasure of reading the Official Explanation concerning the (in) sanitary condition of the colony has unfortunately so far been confined to a few. The correspondence between the Chamber of Commerce and the Government, the Petition of the Residents to the Right Hon. the Principal Secretary of State for the Colonies, and the reply to that Petition prepared by local officials dealing with the sanitation of the colony, have been collected and published in the form of a blue-book. This book is made up of sixty-four folio pages—mostly of small type—and is thus a formidable volume, considering the subject matter, for the average reader. To tackle the book, printed on octavo pages and in large and more convenient type, it would have been roughly equal in bulk to a colonial novel; in fact some of the Official statements are really entertaining fiction, but the subject would naturally fall after the long opening chapters. Published in such a form, with the insertion of a few vivid allegorical illustrations depicting the wildest Unofficials triumphant in the security of their wickedness, and half-tone photographs of unsavoury newspaper editors—the alleged real and sole opponents to and frustrators of the progress of Sanitation in Hongkong—this book would have been of immense value and provided a permanent legacy for its authors. Its value would have been even further increased by the inclusion of *facsimile* photographs of those three worthy, though dependent, Officials, who in the face of continuous Unofficial opposition, and rewarded by an apathetic community, have so nobly brought the Sanitary system of Hongkong to that sublime state of perfection they represent to be in to-day. This would have completed a volume which would, like the species of one of them, have justified its claim to "go down to posterity." What an opportunity lost to an enterprising publisher!

It is consoling, however, to learn that the blue-book, which was apparently rushed through in order to be sent home with the Petition, will be reprinted in an improved form, and thus all will have some quantity of reading to do, in those who demand enough public spirit to so desire, and demand it, on every Sabbath personal.

The book is a summary of the production, apart from official reports, and the joint authors are to be heartily congratulated on having produced a work worthy of their united efforts. A few of its readers will be anxious enough to suppose that the authors individually, and personally believed all the statements they have made themselves responsible for. But the Official capacity, because many of the statements are purely official, and literary to a degree, which may be considered pardonable only in the Official character. Likewise, in a private capacity, the fairness of the authors would at once be questioned; for the extent of their reverence in explanation is only excelled by their great ingenuity in evasion. This industry is charming, and the telegraphic blunders are very much in evidence. Many will rightly consider this blue-book to be one of the ablest productions the Hongkong Government has yet produced, for reading the Official Memoranda alone, without consulting the Petition, and without the aid of a personal experience of Hongkong, one could not fail to be convinced by it. Unfortunately, however, taking it as a purely literary effort, it has one cardinal weakness, namely, a want of sequence.

In the first part of the book, H.E. the Governor details the necessity of sanitary reform; he writes and writes for an expert to come from home. He mentions the "causes of sanitary conditions." He does not openly state that the colony is in an insanitary state. In this connection how would he? But his letters and actions are admissions of entire want of confidence in the statements of his subordinate tripe of experts, who proclaim the triumphant progress of sanitation in Hongkong. During the last twenty years, and who represent—unconsciously, we are sure, it is true—but everything Officially that has been done to place it in a sanitary condition. The community will not be satisfied with his statements, however much they may praise the great ability, magnificent resources, and supreme authority of the Sanitary Board.

It has been suggested that this is the time for a *re-orientation* of the colony, and that the Sanitary Board should be re-organized. It would seem well if the Official explanation for the Messrs. and the following the example it would have been better still had they known that the insupportable trifles of sanitary reform and of sympathy with a good cause for they were well aware that the Petition had but one object—the prosperity of the colony; and that the Petition was drafted with an earnest and studied desire to avoid offence and to present a rigorous case as the subject deserved, there was much room for doubt as to language and directness. Being the Petitioners have not lost the opportunity of forwarding a reply to and with the Official statements, it is only to be expected that the Messrs. should be dealt with in a more momentous manner. In future years it may be said as a compilation of facts. In the interests of equity and truth the world must be told that it may be said that many of the statements are untrue, and a good many of them have been carefully edited.

The first thing that presents itself for consideration is a letter to H.M. the Governor, dated 2nd July 1901. The moderation of His Excellency's remarks, sympathy with the Petitioners, and the official desire to leave to posterity what may be essential to eradicate



plague and other infectious diseases, have impressed most people. It is to be regretted that the gentlemen engaged to rebut the statements in the Petition were not as reasonable. Unlike them H.E. is evidently open to conviction. Regarding the serious condition of affairs, he requests the services of an expert. This, of course, had been suggested previously to H.E.'s dispatch. In his third letter of "Scrutator" (a copy of which had been sent to the Colonial Office a month before) in numerous Press telegrams, and in the local newspapers. Therefore H.E. is to be praised for his prompt and sympathetic action in response to the manifest wish of the community. It is a tribute also to the ability of the local Press, which Officials are not apt to recognize until somewhat late in the day.

In par. 3, H.E. points out that he has "observed some mysterious connection between rinderpest and plague." H.E. is probably unaware that this was thrust out in 1893, when Staff-Surgeon Wilm identified the bacillus of plague and rinderpest as the same, a statement which unfortunately was completely disproved by Koch during his researches in South Africa.

In sub-section (f), H.E. describes the Tung Wa Hospital as "an excellent charitable institution supported entirely by the Chinese." This hospital is a receipt of a large Government grant. In par. 5, when the health of the only trained sanitary inspector broke down, H.E. recommended the appointment of an assistant medical officer of health. For two years the Sanitary Board have been urging the appointment of an assistant to Dr. Clark. In par. 6, it is stated that the public Press published letters and articles "that increased the alarm." Apparently this is a reference to the articles and correspondence which appeared in the newspapers, pointing out the existence of grave scandals, the apathy of the Government and its inability to adequately cope with the disastrous situation. When within a few weeks—to quote H.E.—twenty-five Europeans had been attacked and nine had died, surely "the alarm" needed no incentive from the newspapers. The articles in the Press were endorsed by every doctor and civil engineer in the colony, and the Government naturally did not appreciate the publication of the true state of affairs. The Government was not slow to avail itself of several good suggestions made by that same newspaper correspondence, though the feeble and sporadic efforts had but little effect in causing the gradual disappearance of the epidemic. The Military authorities, likewise, but unlike the Government, have not hesitated to acknowledge such labours.

In par. 7, H.E. refers to his possible theory that the plague epidemic arose to atmospheric conditions which is somewhat analogous to the idea that malaria is due to miasma. There are but few laymen who dare venture to discuss the clinical aspects of plague and H.E.'s courage in doing so is worthy of admiration if unsafe for general speculation. Personally the writer favours H.E.'s "atmospheric theory"—that is in Hongkong, for if H.E. in his rambles will get within even a thirty yards' radius of one of the shafts of our local drains—the system of which we are told is so perfect—he will be at once convinced that not only plague but many other deadly diseases are traceable to Hongkong's "atmospheric condition."

H.E. surely cannot be serious in writing "I have no reason to believe that the sanitary staff are not doing their duty faithfully?" If so, then he is an unconscious humorist. The sanitary staff is absolutely inefficient and inefficient—that is the Petitioners pointed out. A Sanitary Inspector takes two months to visit thoroughly his health district, a duty which should be done daily, and there is but one Inspector for the whole of the markets in the colony. H.E. goes on, "and if they are, then with the large powers given to the M.O.H. there should not be in Hongkong a house unfit for habitation, nor should any house be permitted to continue in an insanitary state." With due deference and respect to H.E., this may be described as absolute nonsense. H.E. should know—and as Mr. May once pointed out, it is the duty of a Governor to know—that houses unfit for human habitation have been repeatedly closed by the Sanitary Board and illegally reopened under the nose of the police. There are numbers of houses absolutely insanitary which the law cannot touch, and the Government knows well that half the Chinese buildings in the colony are insanitary owing to the habits of the Chinese, the majority of whom do not hesitate to use down rain pipes, even closely adjoining their kitchens, as urinals, and W.C.s, and use filth and rubbish into pipes not intended to receive it. The report on Sanitation, page 17, is eloquent comment on H.E.'s statement.

In connection with H.E. having ordered wheeled ambulances, replacing the carts, along on points it must be remembered that the Sanitary Board asked for launches and ambulances, but could not get them "on account of expense," and ambulances were finally given on the strong memorandum sent in by Dr. Bell.

In par. 8, H.E. diplomatically remarks that as "obtained from Major-General Gaspard the services of Dr. Stewart of the Indian Medical Service to relieve Dr. Thomson from his duties as medical officer of the gaoi, so that his entire time should be devoted to plague work." Those who read "Scrutator's" third article will recollect the original negligence which was pointed out in connection with the Plague Hospital, and though it may be quite true H.E. applied for Lieut. Stewart, I.M.S., yet H.E. omits to state that Lieut. Stewart never called on any surgeon but was acting as assistant in the Civil Hospital, from the early part of the year. Dr. Lamont, a French physician, was gazetted for duty at the gaoi two days after the article describing the scandal appeared, and as well as doing this, he is made in two places in the book, and suggests a difficulty in giving further publicity to the management of a French doctor.

In par. 11, H.E. refers to that very excellent innovation, the introduction of public bath-houses for Chinese. H.E. has deservedly received much credit for having sanctioned what the Government had hitherto persistently neglected, though recommended by Mr. Chadwick. As far back as 1892, the Sanitary Board proposed the erection of ten bath-houses—a proposal ignored by the Government. A few public baths for poor Europeans would also be appreciated.

In par. 12, reference is made to efforts to combat the disease, which unfortunately seemed to be unavailing. In this connection it should not be forgotten that the Legislative Council prevented the cleansing of the villages, and the Government did not move in the matter. Last February the Sanitary Board could obtain no sanction or assistance to carry out prophylactic measures.

Par. 13 hardly harmonises with the second part of par. 7, but it is conceding to know that the possibilities of future cost are not likely to exceed the past waste. H.E. is hardly correct in stating that Mr. Chadwick's reports are being widely read and considered, because there are only known to be two copies of the Report in the colony, one of which was placed at "Scrutator's" disposal by one of the pestilential local agitators, and was used in compiling the Petition. I doubt if the Government actually possesses a copy. It is a pity this was overlooked by the compilers of the Memoranda, as it might indeed have formed an excuse for the Export's reforms never having been carried out.

There is nothing more in H.E.'s report that calls for special comment. The local medicals, as might be expected, are sceptical of H.E.'s theories concerning plague, and regard our levity H.E.'s references and conclusions. Professional men were ever thus opposed to the investigations of the layman, but the pursuance of such studies, even if the ultimate conclusions be denied acceptance, is worthy of much praise, and such devotion exhibits an earnest desire to do something for the benefit of an afflicted community. Unfortunately this is the age of specialists, and it may be argued that H.E.'s energies might be more profitably devoted to less technical subjects, and the investigation of plague left in the hands of those trained to deal with it. The expected arrival of the new bacteriologist should, however, set at rest any anxiety on this point.

In H.E.'s covering letter of 18th July, 1901, addressed to Mr. Chamberlain, there is only one paragraph that need be referred to, as the other statements are taken from the Official Memoranda, to which I intend to refer in a second article.

In par. 2, H.E. "fears the signatures to the Petition were not acquainted with the facts." It may be fairly pointed out that to regret the majority of the Petitioners had experienced the facts contained in the Petition; and, furthermore, that in the Official explanation of the one "terrible difficulty" among others that the colony is placed in, none of the facts quoted in the Petition, mainly from Official documents and utterances, were disproved by the Official trio whose duty it was to explain, admit or refute them—or better still to leave them alone.

H.E. is needlessly going out of his way in stating "I observe that some of the signatures are those of aliens. The few Chinese whose signatures were obtained are, I am informed, men of small consideration among the Chinese population." Considering that the alien population and taxes, like the Chinese of much consideration who did not sign, they are surely entitled to the privilege of asking for adequate sanitary surroundings; nor are their lives of less value than those of other taxpayers. Such a theory is contrary to all British ideas of justice. As for the Chinese, H.E. was no doubt well aware that among the few who expressed a desire to sign, there were no less than four Chinese medical men, graduates in Western science; a Chinese lawyer and several newspaper editors. The others signatories were mostly leading store-keepers—men who usually know what they are doing, and are not exactly suckling babes. The Government, in fact, were well aware that Chinese signatures were not necessary, as they were unnecessary for the purpose the Petitioners had in view, and none must regret the lack of Chinese signatures more than the Government. What an opportunity it would have given the Trio for disavowing "Chinese opposition to Sanitary Progress!" Lacking this they fell back on the unscrupulous landlords! It has been alleged, and not without reason, that the Government were indirectly concerned in the attempted opposition Petition from the Chinese. But this collapsed, and with it may also be buried other memories. Requested in pace! SCRUTATOR.

An amusing incident occurred at a meeting of an X-ray society recently held at a fashionable hotel in New York. The rays were suddenly turned on a lady member, and revealed a spoon concealed in her corset. It was just after the society's dinner, the woman having taken the spoon as a souvenir. The discovery took the offender completely by surprise, and caused considerable merriment. The confused culprit blushed and stammered at this startling revelation of her guilt, and confessed that she had merely taken the spoon as a memento of a very pleasant evening. Some other lady members excused themselves in various ways from being experimented on. Hotel proprietors are now thinking of employing the X-ray apparatus as a safeguard for their silverware.

#### LATEST STEAMER MOVEMENTS.

The Indo-China steamer *Kanung*, from Calcutta and the Straits, left Singapore for this port on the 2nd inst., at 4 p.m.  
The N.Y.K. steamer *Kanamaru Maru* (American Line) left Kobe via Shanghai for this port on the 2nd inst., and is expected to arrive here on the 10th inst.  
The *Patentee*, Macmillan & Co. error. Limited. DESERVES A NATIONAL MEMORIAL for their excellent inventions. — *Power Chronicle*. THE WAVELEY FAN. THE PICKWICK FAN. THE OWN FAN. THE HINDOO FAN. 1890-91. Waverley Works, Edinburgh.

#### THE THEATRE.

The Australian *Vanderbilt* and *Specialty* Company gave another very successful performance on Saturday night, before a large audience, the bottom portion of the house being filled to overflowing. The programme was an entire change of that which had been given at the previous performances, and the entertainment went off with a capital swing. The opening chorus of selections from "The Geisha" was remarkably well rendered and was loudly applauded. "The Carnival" Miss Jessie Ford rendered very artistically, and with the excellent artistic singing of Miss Beatrice Ward, kept the performance from deteriorating entirely to the level of comic songs. In her song "One heart divine" Miss Ward was heard to much advantage, and was recalled. The other portions of the first part of the programme were made up mostly of comic and song songs with which the company gave much pleasure to the audience. Mr. W. F. Cullen sang several baritone songs, and was recalled; we have half a dozen amateurs who would give the "eminent baritone" points in singing. Mr. Sam Rowley has a wonderful voice, which was thrown away on the nonsense he sang, though he was very funny and was encored. The Sisters Linwood gave a very pleasing dance, and were followed by Miss B. Ward in her careful rendering of "If all the stars were wine." One of the best numbers of the programme was the clever operatic sketch by Miss Annie Moore and Miss Jessie Ford of "Oh my daughter" from *The Gaiety Girl*. Miss Moore's representation of the parson was remarkably good, and Miss Ford made a pretty daughter. These two young artists have grown much since they were before an Eastern audience with Pollard's Lilliputians, but they have lost none of their former skill. Miss Ford's voice, if well trained, gives promise of a successful future in operatic work, whilst Miss Moore should, with her marked ability, take a prominent place in Australian dramatic circles. The company will repeat their performance nightly, and it deserves to be well patronised by those partial to a variety performance.

#### POLICE COURT.

Saturday, 3rd August.  
BEFORE MR. HAZELAND.

**DISHONEST RICKSHA COOLIE.**  
Capt. Miles told his ricksha coolie to wait for him while he went into the Hongkong Hotel, at the same time leaving a parcel, containing one pair of canvas shoes, two belts and a shirt, total value \$7, in the ricksha. When he returned from the hotel, coolie, ricksha and parcel had disappeared.  
Accused pleaded guilty, and was sentenced to three weeks' hard labour.

**MORE GAMBLERS.**  
P. S. Gordon, No. 33, had a squad of twelve men, caught gambling at Hongkong, before His Worship.  
First and second defendants were fined \$10 for keeping a common gaming-house, and the rest \$2 or seven days for frequenting a common gaming-house.  
Inspector McDonald of Hongkong station also had a batch of nine gamblers before His Worship. The first and second accused were fined \$15, and the rest \$3 or eight days.

**DRUNK AND DISORDERLY.**  
Private Theo. Davis, R.W.F., for being drunk and behaving in a disorderly manner in Kowloon was fined \$3 or seven days.

**BURGLARY AND THEFT.**  
Lui Shing, for burglariously entering a house at Shek Pit Chung and stealing therefrom a quantity of clothing, received six weeks' hard labour.

**THEFT OF 150 LBS OF COAL BROUGHT CHAN CHEUNG A FINE OF \$10 OR THREE WEEKS.**  
Theft of a tin box, leather trunk, four pieces of clothing, a gold mounted watch, and ten pawn tickets (total value, \$18), cost Chan Kaun and Wong Kin two months' hard labour.

**UNLAWFULLY BOARDING A STEAMER.**  
A Chinese was fined \$10 or fourteen days' hard labour for boarding the *Yuenyung* without permission from the master of the ship.

#### OCEAN DERBY—RACE BETWEEN CRUISERS.

From home papers by the English mail we learn that on the 6th ult. a great race designed to test the value of water-tubes as opposed to cylindrical boilers entered upon its first phase, when the second-class cruisers *Hyacinth* and *Albatross* left Plymouth on their rush to Gibraltar.

Few naval events for years have aroused so much interest as this, but the outward journey to the Rock proved to be less exciting than the homeward one, which will end at Portsmouth. Both cruisers have had their bunkers filled with specially hand-picked coal, great care being taken to ensure that fuel of equal quality was given to each. They are to burn this all out while travelling at a speed of sixteen knots, and then put into Gibraltar, where their bunkers will be replenished on the same plan.

Then will begin the contest in earnest, for the two cruisers are to race at top speed for Portsmouth.

The officers of each ship are entering with great zest into this Naval Derby, but the *Hyacinth* is a decided favourite. Both ships are supposed to be of equal speed, but in 1888, during some trials off Gibraltar, the *Minerva* defeated the *Hyacinth*, a sister ship to the *Hyacinth*.

In the competition trials, which ended a week ago, however, the *Hyacinth* on the whole showed a better speed result than did the *Minerva*, and it is understood that the *Hyacinth*'s officers are so sure of winning the race from Gibraltar that they have offered to bet the *Minerva*'s officers a dinner that they lose.

#### THE NAVY LEAGUE AND THE MEDITERRANEAN.

The message from the Mediterranean fleet to the British public is very ably delivered in the columns of the *National Review* by Mr. Arnold White, M.P. Thrice during the past year, Mr. White tells us, he has visited our chief fighting fleets, and in the course of these journeys, he writes, "I have discovered that the fleet has formulated a message to the people of England." How far Mr. Arnold White is the accredited messenger of the admirals and captains of the British squadrons is not revealed, but he assures us that the naval officers with whom he has been brought into contact are absolutely unanimous in considering our naval position, and especially that of our Mediterranean fleet, dangerous. Mr. Arnold White opens his excellent paper with an eulogy of the personnel of the Royal Navy. The officers are rigidly loyal to their chiefs, and do not, he says, criticise them. They have no influence with the Press, or at Court, nor any in Society. They are younger sons, members of hereditary naval families, or poor men to whom "duty, discipline, and silence are second nature." This eulogy is well deserved, and Mr. White's object in making it is to impress upon the public the fact that naval officers, even those in high command, will not speak or write of the perils of this country to whom the heads of the fleet are now about to be sent. This is a most important fact, and one which the public should be made aware of. The most striking feature of Mr. Arnold White's able paper is the graphic manner in which it indicates the importance of a strong fleet in the Mediterranean. The entire fabric of our Empire may be said to rest upon the shoulders of the four admirals and sixteen captains who control the destinies of the Channel and Mediterranean squadrons. Nevertheless, both Mr. White and the League appear to us to overstate the strong case which they have worked up in favour of strengthening the squadrons. In these days it is perhaps necessary to strike the note of sensation in order to rouse public opinion, but the system has its dangers, since it is easy to protest too much. When all is said, it is impossible to doubt that Mr. Arnold White and the Navy League have rendered a public service by these timely articles.—*Naval and Military Record*.

#### EVERYBODY

WHO

KNOWS

ANYTHING

SAYS

THAT

CLUB

WHISKY

IS

THE

BEST.

\$12 PER DOZ.

H. PRICE & CO.

Hongkong, 1st July, 1901.

PIANO TUNING.

If you VALUE your PIANO at all, you

should have it TUNED REGULARLY by

CONTRACT, and by EXPERIENCED

and TRAINED MEN ONLY, who are

employed by us.

THE

ROBINSON PIANO CO., LD.

Hongkong, 16th July, 1901.

MITSU BISHI DOCKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A.I. A.B.C., Scotch and Engineering Codes

Used.

DOCK NO. 1 (at TATEGAMI).

Extreme Length ... 328 feet.

Length on Blocks ... 513 "

Width of Entrance on Top ... 89 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide ... 264 "

DOCK NO. 2 (at MUKAJIMA).

Extreme Length ... 371 feet.

Length on Blocks ... 350 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide ... 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS OF THE LATEST INVENTIONS and can

execute any kind of SHIPBUILD-

ING AND MARINE ENGINEERING as well

as in REPAIRING SHIPS.

THE COMPANY HAS A POWERFUL SAL-

VAGE PLANT READY AT SHORT

NOTICE.

VIOLIN LESSONS.

LESSONS in VIOLIN to Elementary and

Advanced Pupils by an European Gentle-

man.

Terms, &c., apply by letter to—

TEACHER.

Care of Daily Press Office.

Hongkong, 6th July, 1901.

INSURANCES

NORTH GERMAN FIRE INSUR-

ANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above

Company are PREPARED to ACCEPT First

Class Foreign and Chinese Risks at Current

Rates.

SINMSSEN & CO.

Hongkong, 29th May, 1895.

AACHEN AND MUNICH FIRE IN-

SURANCE CO.

OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

REUTER, BRÖCKELMANN & CO.,

Agents.

Hongkong, 21st April, 1897.

"L'URBAINE"

FIRE INSURANCE COMPANY, LD.

(Established 1893).

THE Undersigned, having been appointed

GENERAL AGENTS for the above

Company, are prepared to ACCEPT RISKS

at current rates.

P. LEMAIRE & CO.

Hongkong, 7th February, 1901.

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

SIEMSEN & CO.,

Agents.

Hongkong, 10th May, 1892.

SALAMANDER FIRE INSURANCE

COMPANY.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

HOTZ, S. JACOB & CO.

Hongkong, 2nd April, 1900.

TRANSATLANTIC FIRE INSUR-

ANCE COMPANY OF HAMBURG

The Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

SIEMSEN & CO.,

Agents.

Hongkong, 16th November, 1892.

NORTH BRITISH AND MERCAN-

TILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1900,

£14,732,681.

I. AUTHORIZED CAPITAL, £3,000,000 0 0

SUBSCRIBED CAPITAL, £2,750,000 0 0

PAID-UP CAPITAL, £87,500 0 0

II. FIRE FUNDS, £2,637,181 4 4

The Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 3rd July, 1901.

PHENIX FIRE OFFICE

The Undersigned are now prepared to

GRANT POLICIES of INSURANCE

against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.,

Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1897.

THE WESTERN ASSURANCE COM-

PANY OF TORONTO, CANADA.

INCORPORATED 1851.

CAPITAL, £410,000.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

WM. MEYERINK & CO.,

Agents.

Hongkong, 18th May, 1900.

SANITARY BOARD.



## NEW ADVERTISEMENTS

**THEATRE ROYAL,**  
CITY HALL.

**AUSTRALIAN VAUDEVILLE**

**SPECIALTY COMPANY.**

**TO-NIGHT!**  
**TO-NIGHT!**

**LAST FEW NIGHTS.**

**SECOND CHANGE OF**  
**PROGRAMME.**

NOTE.—A Special Train will leave every night  
15 minutes after fall of curtain.

**BOX PLAN AT ROBINSON PIANO CO.**

Doors Open 8 P.M. Overture 9 P.M.

**PRICES** ..... \$3, \$2, \$1.  
Soldiers and Sailors in Uniform Half-Price  
to Back Seats only.

**Mr. J. FRANK FINLAY**.....Business Manager.  
**Mr. W. H. BROWN**.....Representative.  
Hongkong, 30th July, 1901. [1974]

**GREAT EASTERN AND CALEDONIAN**  
**GOLD MINING CO., LIMITED**  
(IN LIQUIDATION).

**AN EXTRAORDINARY GENERAL**  
**MEETING OF THE PREFERENCE**  
**SHAREHOLDERS** of the above-named  
Company will be held at the COMPANY'S  
OFFICE, No. 14, Des Vaux Road, on  
TUESDAY, the 20th of August, at 12.15  
O'CLOCK P.M., when the subjoined resolution,  
which was passed at the Extraordinary  
Meeting of Preference Shareholders held  
on the 20th of July, 1901, will be submitted  
for confirmation as a Special Resolution, viz:  
That in lieu of making a Call, the Preference  
Shareholders do accept the proposal of the  
Liquidator to divide the available assets among  
them.

The Liquidator, **M. RENNEKE**,  
Hongkong, 5th August, 1901. [1975]

## PUBLIC AUCTION.

**THE** Undersigned has received instructions  
to Sell by Public Auction,  
on  
**THURSDAY,**  
the 8th August, 1901, at 2.30 P.M., at his  
Sales Rooms, Duddell Street,  
A QUANTITY OF  
**VALUABLE HOUSEHOLD**  
**FURNITURE.**

**SUNDRY ELECTRO-WARE,**  
do, do.

(Full Particulars from Catalogue).  
On View from Wednesday, the 7th inst.  
TERMS.—Cash on delivery.

**GEO. P. LAMBERT,**  
Auctioneer.

Hongkong, 5th August, 1901. [1977]

**DOUGLAS STEAMSHIP COMPANY,**  
**LIMITED.**

## FOR HAIPHONG.

**THE** Company's Steamship

**"HAIPOONG,"**

Captain Bathurst will be despatched for the  
above port TO-DAY, the 5th inst., at 11 A.M.

For Freight or Passage, apply to  
**DOUGLAS LARRAIK & CO.,**  
General Managers.

Hongkong, 5th August, 1901. [1978]

**FOR CHINGKIANG AND WUHU.**

**THE** Steamship

**"QUARTA,"**

Captain Johansen will be despatched for the  
above ports TO-MORROW, the 6th inst., at 3 P.M., instead of as previously notified.

For Freight, apply to  
**SIEMSEN & CO.,**  
Agents.

Hongkong, 5th August, 1901. [1973]

**FOR SINGAPORE, PENANG AND**  
**CALCUTTA.**

**THE** Steamship

**"LIGHTNING,"**

Captain J. G. Spence will be despatched for the  
above ports on WEDNESDAY, the 7th  
inst., at 3 P.M.

For Freight or Passage, apply to  
**DAVID SASSOON, SONS & CO.,**  
Agents.

Hongkong, 3rd August, 1901. [1959]

**"SHIRE" LINE.**

**FOR SAN FRANCISCO.**

**THE** Steamship

**"FLINTSHIRE,"**

Captain Dwyer will be despatched for the  
above port on THURSDAY, the 8th inst.,  
at 4 P.M.

For Freight or Passage, apply to  
**SHEWAN, TOMES & CO.,**  
Agents.

Hongkong, 3rd August, 1901. [1971]

**THE CHINA & MANILA STEAMSHIP**  
**COMPANY, LIMITED.**

**FOR MANILA.**

**THE** Company's Steamship

**"PERLA,"**

Captain J. McArthur will be despatched as  
above on FRIDAY, the 9th inst., at 5 P.M.

The attention of Passengers is directed to  
the excellent accommodation provided by this  
steamer. She is fitted throughout with Electric  
Light and is supplied with a Refrigerating  
Chamber.

A Doctor is carried.

For Freight or Passage, apply to  
**SHEWAN, TOMES & CO.,**  
General Managers.

Hongkong, 3rd August, 1901. [1972]

## NEW ADVERTISEMENTS

## EMPLOYMENT WANTED.

**BY** a thorough English-speaking, West-  
Indic-born Chinese, with good commercial  
knowledge, a Situation as Salesman, Inter-  
preter, Clerk, Book-keeper, Store Assistant, or  
Assistant Comptroller. Good references.  
Address—

**W. L.**  
Care of Daily Press Office.

Hongkong, 5th August, 1901. [1976]

**THE OBAKA SHOSHEN KAISHA,**  
**LIMITED.**

**FOR TAMSUI VIA SWATOW AND**  
**AMOY.**

**THE** Company's Steamship

**"DAIJIN MARU,"**

Captain T. Ogata will be despatched for the  
above ports on SUNDAY, the 12th inst.,  
at Noon.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 5th August, 1901. [17]

## BANK HOLIDAY.

**IN** accordance with Ordinance No. 6 of 1875,  
the undermentioned Banks will be  
CLOSED for the transaction of Public  
Business TO-DAY (MONDAY), the 5th  
August.

For the CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

**T. H. WHITEHEAD,**  
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING  
CORPORATION.

**T. JACKSON,**  
Chief Manager.

For the NATIONAL BANK OF CHINA,  
LIMITED.

**GEO. W. F. PLAYFAIR,**  
Chief Manager.

For the MERCHANTS BANK OF INDIA,  
LIMITED.

**JOHN THURBURN,**  
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,  
Hongkong Agency.

**L. BERINDAGUE,**  
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED.

**J. W. R. TAYLOR,**  
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED.

**TARO HODSUMI,**  
Manager.

For the IMPERIAL BANK OF CHINA.

**E. W. RUTTER,**  
Manager.

For the DEUTSCH-ASIATISCHE BANK.

**E. F. GEOS,**  
Acting Manager.

Hongkong, 31st July, 1901. [1924]

## INSURANCE HOLIDAY.

**THE** Undermentioned Insurance Offices will  
be CLOSED for the transaction of  
Public Business TO-DAY (MONDAY), the  
5th August.

**JARDINE, MATHESON & CO.,**  
General Agents.

**CANTON INSURANCE OFFICE, LIMITED,**  
and  
General Managers,

**HONGKONG FIRE INSURANCE CO., LD.**  
For the UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

**W. J. SAUNDERS,**  
Secretary.

For the NORTH CHINA INSURANCE CO.,  
LIMITED.

**W. H. PERCIVAL,**  
Agent.

For the CHINA TRADERS' INSURANCE  
CO., LIMITED.

**W. H. RAY,**  
Secretary.

For the YANGTZE INSURANCE ASSOCI-  
ATION, LIMITED.

**SHEWAN, TOMES & CO.,**  
Agents.

For the CHINA FIRE INSURANCE CO., LD.

**GEO. L. TOMLIN,**  
Secretary.

Hongkong, 30th July, 1901. [1912]

## WANTED.

**FOR** an Outport, a Young Person who  
speaks French, English and Cantonese.  
Board and Lodging provided for.

Apply, stating terms, to—  
"TRADE."

Care of Office of this Paper.

Hongkong, 3rd August, 1901. [1968]

## WANTED.

**A** COMPETENT and reliable R.E.  
PRESENTATIVE for a leading  
ENGLISH CONFECTIONERY FIRM.

Give particulars and European references  
under No. 26, Care of T. B. BROWN'S  
ADVERTISING OFFICES, 163, Queen  
Victoria Street, London, E.C.

Hongkong, 3rd August, 1901. [1964]

## WANTED.

**BOARD** and LODGING or to join a  
thoroughly good Mess.

Reply, in confidence, to—  
**Z. A. C.,**  
Care of Daily Press Office.

Hongkong, 3rd August, 1901. [1965]

## WANTED.

**GOOD** JOBBING COMPOSITORS.

Permanency for competent men.

Apply at—  
Daily Press Office.

Hongkong, 30th July, 1901. [1910]

## IMPERIAL BANK OF CHINA.

## WANTED.

**AN** experienced man of business to act  
as COMPTROLLER from next China  
New Year.

Full particulars can be obtained on applica-  
tion to the undersigned.

For the IMPERIAL BANK OF CHINA,  
**E. W. RUTTER,**  
Manager.

Hongkong, 31st July, 1901. [1922]

## FOR SALE.

**AN** OLD LIGHTER fit for breaking up,  
built of Oak and Fir and generally  
Iron Fastened. Copper Sheathed. Can be seen  
on application at Kowloon Naval Yard.

Apply, by Letter—  
**COMMANDER,**  
Naval Yard.

Hongkong, 3rd August, 1901. [1966]

## PUBLIC COMPANIES

**HONGKONG, CANTON AND MACAO**  
**STEAMBOAT COMPANY,**  
**LIMITED.**

## NOTICE TO SHAREHOLDERS.

**THE SEVENTEENTH ORDINARY**  
**HALF-YEARLY MEETING** of the  
SHAREHOLDERS in the Company will be  
held at the Office of the Company, No. 18,  
Bank Buildings, Queen's Road Central, TO-  
MORROW (TUESDAY), the 6th August,  
at 12 O'CLOCK Noon, for the purpose of  
receiving a Report of the Directors, together  
with a Statement of Accounts, declaring a  
Dividend and electing Directors and Auditors.  
The TRANSFER BOOKS of the Company  
will be CLOSED on the 24th July to the  
6th August inclusive.

By Order of the Board of Directors.  
**T. ARNOLD,**  
Secretary.

Hongkong, 16th July, 1901. [1790]

**HONGKONG AND SHANGHAI BANK-**  
**ING CORPORATION.**

**NOTICE** IS HEREBY GIVEN that the  
ORDINARY HALF-YEARLY  
MEETING of the SHAREHOLDERS in  
this Corporation will be held at the City  
Hall, Hongkong, on SATURDAY, the 17th  
day of August next, at Noon, for the purpose  
of receiving the Report of the Court of  
Directors together with a Statement of Accounts  
to 30th June, 1901.

By Order of the Court of Directors.  
**T. JACKSON,**  
Chief Manager.

Hongkong, 31st July, 1901. [1925]

**HONGKONG AND SHANGHAI BANK-**  
**ING CORPORATION.**

**NOTICE** IS HEREBY GIVEN that the  
REGISTERS of SHARES of the  
Corporation will be CLOSED from SATUR-  
DAY, the 3rd, to the 17th day of August next  
(both days inclusive), during which period no  
Transfer of Shares can be Registered.

By Order of the Court of Directors.  
**T. JACKSON,**  
Chief Manager.

Hongkong, 31st July, 1901. [1926]

**HONGKONG AND WHAMPOA DOCK**  
**COMPANY, LIMITED.**

**NOTICE** TO SHAREHOLDERS.

**THE** ORDINARY HALF-YEARLY  
MEETING of SHAREHOLDERS  
will be held in the Offices of the Company,  
Queen's Buildings, Consulate Road, on  
MONDAY, the 19th August, at 12 O'CLOCK  
Noon, for the purpose of receiving the Report  
of the Directors and the Statement of Accounts  
to the 30th June, 1901.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 5th to 19th August,  
both days inclusive.

By Order of the Board of Directors.  
**THOS. I. ROSE,**  
Secretary.

Hongkong, 26th July, 1901. [1877]

**CHINA TRADERS' INSURANCE**  
**COMPANY, LIMITED.**

**NOTICE** IS HEREBY GIVEN that  
Scrip Certificate Number 4212 issued  
on the 3rd day of September, 1893, for 10  
Shares Numbered 5021 to 5030 in the above  
Company, registered in the name of JOHN  
HEBRICK, MICHAEL of Shanghai,  
having been LOST or STOLEN, a new  
Certificate for the same will be issued one  
month from the date hereof. The original  
Certificate being considered by the Company  
as null and void, no transaction taking place  
thereunder will be recognised by the Company.

**W. H. RAY, Secretary.**  
China Traders' Insurance Co., Ltd.  
Hongkong, 1st August, 1901. [1948]

## NOTICES OF FIRMS

## NOTICE.

**WE** have This Day Authorised Mr.  
**JULIUS WAHLEN** to Sign our  
Firm PROXY.

**CHINA EXPORT-IMPORT & BANK**  
**COMPANIE.**

Hongkong, 1st August, 1901. [1958]

## NOTICE.

**THE** Business of MESSRS. TURNER &  
**CO.** in Hongkong has been transferred  
to the Undersigned, who will continue to carry  
it on under the same Name, Style and Title of  
**TURNER & CO.**

**R. CHATTERTON WILCOX.**

Referring to the above, Mr. HAROLD  
**R. CHATTERTON WILCOX** has been  
admitted a PARTNER in our Firm from this  
date.

**TURNER & CO.**  
Hongkong, 25th July, 1901. [1874]

## AUCTIONS

## PUBLIC AUCTION.

**THE** Undersigned has received instructions  
from **W. D. BRADWOOD, Esq.**, to Sell  
by Public Auction,

**TO-MORROW (TUESDAY),**  
the 6th August, 1901, at 2.30 P.M., at  
"CREANEGOWER," Cairne Road,

A QUANTITY OF  
**HOUSEHOLD FURNITURE;**

**SUNDRY SCHOOL FORMS and**  
**DESKS, &c.**

(Full particulars from Catalogue).  
On View from Monday, the 5th August.

TERMS.—Cash on delivery.

**GEO. P. LAMBERT,**  
Auctioneer.

Hongkong, 1st August, 1901. [1949]

## PUBLIC AUCTION.

**THE** Undersigned have received instructions  
to Sell by Public Auction,

**FOR ACCOUNT OF THE CONCERNED,**  
**TO-MORROW (TUESDAY),**  
the 6th August, at 3 P.M., alongside Douglas  
S.S. Co.'s Wharf,

**ONE STEAM LAUNCH.**

Length, 47 feet; Beam, 8 feet; Depth,  
5 feet 6 inches; Cylinders, 5 inches by  
7 inches. Built in 1895.

Hull, Engines and Boiler thoroughly over-  
hauled in November, 1900; and all Copper  
on her Bottom renewed—Non-Condensing.

TERMS.—As usual.

**HUGHES & HOUGH,**  
Auctioneers.

Hongkong, 30th July, 1901. [1911]

## AUCTIONS

**GOVERNMENT NOTIFICATION.**  
No. 565.

**THE** following Particulars and Conditions  
of Sale of CROWN LAND by PUBLIC  
AUCTION, to be held at the Office of  
the Public Works Department, TO-MORROW  
(TUESDAY), the 6th day of August, 1901, at  
3 P.M., are published for general information.  
By Command.

**T. BERCOMBE SMITH,**  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 20th July, 1901. [1944]

Particulars and Conditions of the Letting by  
Public Auction Sale, to be held TO-  
MORROW (TUESDAY), the 6th day of  
August, 1901, at 3 P.M., at the Office of  
the Public Works Department, by Order  
of His Excellency the Governor, of One  
Lot of Crown Land at Bonham Road, in the  
Colony of Hongkong, for a term of 75  
years, with the option of renewal at a  
Crown Rent to be fixed by the Surveyor  
of His Majesty the KING, for one further  
term of 75 years.

## PARTICULARS OF THE LOT.

Register No.	Locality.	Boundary Measurements.	Contents in Acres, Roods, and Perches.	Annual Rent.	Upset Price.
No. of Lots.					
1	Lot 101	100' 0" x 100' 0" x 100' 0" x 100' 0"	1.0000	100' 0" x 100' 0" x 100' 0" x 100' 0"	48 2 1/2

## GOVERNMENT NOTIFICATION.

No. 468.

**THE** following Particulars and Conditions  
of Sale of CROWN LAND by PUBLIC  
AUCTION, to be held at the Office of  
the Public Works Department, TO-MORROW  
(TUESDAY), the 6th day of August, 1901, at 3 P.M., are published for  
general information.  
By Command.

**J. H. STEWART LOCKHART,**  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 27th July, 1901. [1945]

Particulars and Conditions of the Letting by  
Public Auction Sale, to be held TO-  
MORROW (TUESDAY), the 6th day of  
August, 1901, at 3 P.M., at the Office of  
the Public Works Department, by Order  
of His Excellency the Governor, of One  
Lot of Crown Land, in the Colony of  
Hongkong, for a term of 75 years, com-  
mencing from 15th March, 1899.

## PARTICULARS OF THE LOT.

<p>Particulars and Conditions of the Betting          Public Auction Sale, to be held at  <b>MORROW (TUESDAY), the 6th day</b>          August, 1901, at 3 P.M., at the Office          of the Public Works Department, by Order          of His Excellency the Governor, of the          Lot of Crown Land, in the Colony          of Hongkong, for a term of 75 years, com-          mencing from 15th March, 1889.</p>								
<p align="center"><b>PARTICULARS OF THE LOT.</b></p>								
No. of Sale.	Register No.	Locality.	Boundary Measurements.				Contents in Square ft.	Annual Rent.
			N.	S.	E.	W.		
			ft.	ft.	ft.	ft.		
	Rural Build- Lot No.	Peak Road	27'	42'	58' 0"	50'	3,600	24



## HOTEL

HING KEE HOTEL.  
(ESTABLISHED 1875)  
MACAO.

THIS First-class and well-famed establishment is pleasantly situated in the centre of PRAIA GRANDE, facing south, with a commanding view of the sea on the front. Cuisine Excellent. Prompt Attendance. Terms very Moderate.

L. HING KEE, Proprietor.  
Telegraphic address: "HINGKEE" 1682

## TO LET.

## TO LET.

A HOUSE in BIPON TERRACE.  
BLUE BUILDINGS, No. 3, 2nd FLOOR.  
"THE RETREAT," MOUNT KELLET.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 13th July, 1901. [168]

## TO LET.

NO. 1, STEWART TERRACE, the PEAK.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 17th July, 1901. [170]

## TO LET.

GODOWN, No. 5A, DUDDELL STREET.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 5th July, 1901. [169]

## TO LET.

THE GODOWN in WEST POINT (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd.  
For particulars, apply to—  
LAURENCE WEGENER & CO.  
Hongkong, 9th July, 1901. [1730]

## TO LET.

IMMEDIATE POSSESSION.  
LARGE and WELL VENTILATED ROOM, with BATHROOM, at No. 37, CAINE ROAD.  
Apply to—  
R. J. REMEDIOS,  
Merrill Bank.  
Hongkong, 25th July, 1901. [1867]

## TO LET SHORTLY.

SHOPS, OFFICES and FLATS, DES VUEX ROAD CENTRAL (Opposite Lane, Crawford & Co.).  
Apply to—  
HUMPHREYS ESTATE AND FINANCE CO. LIMITED.  
Hongkong, 12th July, 1901. [1134]

## TO LET.

"EASTLEY" UPPER RICHMOND MOND TERRACE.  
Apply to—  
LAU CHU PAK,  
Care of A. S. Watson & Co., Ltd.  
Hongkong, 1st August, 1901. [1935]

## TO LET.

NO. 9, SEYMOUR TERRACE, Immediate Possession.  
Apply to—  
S. STOCKHAUSEN,  
23, Queen's Road Central.  
Hongkong, 1st August, 1901. [1938]

## TO LET.

"GREENSIDE" No. 37, ROBINSON ROAD.  
Apply to—  
S. A. RAMJAHN,  
Care of Thomas's Grill Room.  
Hongkong, 1st August, 1901. [1937]

## TO LET.

NO. 2A, QUEEN'S ROAD CENTRAL.  
Apply to—  
KWONG CHEONG WO,  
No. 23B, Des Vaux Road.  
Hongkong, 9th July, 1901. [1733]

## TO LET.

TWO FURNISHED ROOMS, QUEEN'S ROAD CENTRAL, No. 72.  
APPLY ON THE PREMISES.  
Hongkong, 29th July, 1901. [1897]

## TO LET.

NO. 12, BRILLIANT TERRACE.  
OFFICES and SHOPS in BELCONSFIELD ARCADE.  
SMALL GODOWN in DUDDELL STREET.  
For Particulars, apply to—  
TURNER & CO.  
Hongkong, 26th July, 1901. [1876]

## TO LET.

BOARD AND RESIDENCE.  
MRS. GILLANDERS  
"GLENWOOD,"  
21, CAINE ROAD.  
Hongkong, 20th September, 1900. [1869]

## TO LET.

COMFORTABLY FURNISHED ROOMS, with Board.  
Apply to Mrs. MATHER,  
3, Pedder's Hill.  
Hongkong, 1st January, 1899.

## TO LET.

CARTRIDGES! CARTRIDGES!!  
JUST LANDED A NEW STOCK of ELEY'S and KYNOC'S SPORTING CARTRIDGES and NEWCASTLE CHILLED SHOT.  
Apply to—  
Wm. SCHMIDT & CO.,  
Graham's.  
Hongkong, 3rd January, 1901. [1213]

## HONGKONG BUSINESS DIRECTORY.

## BOOKBINDING

"DAILY PRESS" OFFICE.  
The only office in China having European taught workmen. Equal to Home Work.

## BUILDERS

KANG ON.  
Contractor, 30, D'Aguiar Street. Local and Coast Port Buildings, Timber, Brick and Granite.  
Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.  
THE VICTORIA DISPENSARY.  
Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

## FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.  
Every Household Requisite. Depot for Eastman's Kodak, Films and Accessories; 17A, Queen's Road Central.

## JEWELLER

MAISON LEVY HERMANOS.  
Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Iloilo.

## PHOTOGRAPHERS

A FONG.  
The largest and most complete Studio in Hongkong. Established 1859. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c.; Lee House Street.

MEE CHEUNG.  
Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, etc.; Development Works, Amateur's Requisites.

M. MUMBYA, JAPANESE ARTIST.  
Bromide and Crayon Enlargements, and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

## PRINTING

"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

## STOREKEEPERS

F. BLACKHEAD & CO.  
Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.

BISMARCK & CO.  
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.  
Shipchandlers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Vaux Road.

MORE & SEIMUND.  
43 and 45, Des Vaux Road. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers. Sole Agents for Shipowners' Composition ("Greyhound Brand") and Bluebell, Spence & Co.'s Composition.

R. HAUGHTON & CO.  
Naval, Military and Court, 16, Queen's Road, Opposite Kuhn's Curio Store.

## TOBACCONISTS

D. S. DADY BURJOR, "Los FILIPINOS,"  
Importers of the Best Manila Cigars; 25, Pottinger Street.

## WATCHMAKERS

DROZ & CO.  
10, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

## FOR SALE.

20,000 ASSORTED USED POSTAGE STAMPS  
already washed and in good condition.  
Apply, with offer, to—  
Care of Office of this Paper.  
Hongkong, 3rd August, 1901. [1983]

C. E. WARREN,  
BUILDING CONTRACTOR,  
No. 25, ARDEN STREET.

SANITARY APPLIANCES SUPPLIED and FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agents for MOSAIC TILES. Prices on Application. 16

## THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.  
Call Flag W.

J. W. KEW,  
Manager,  
20, Des Vaux Road.  
Hongkong, 18th December, 1900. [1496]

## UNDER ENGLISH MANAGEMENT.

AH YOUNG & CO.  
NAVY and ARMY CONTRACTORS, and WHOLESALE and RETAIL BOYSLION MERCHANTS. Orders promptly executed. Satisfaction guaranteed. Price List on application.

9, VICTORIA STREET, HONGKONG (Next to Central Market).  
GEO. MOIR, Manager.  
Hongkong, 1st August, 1901. [1940]

## H. F. CARMICHAEL

CONSULTING ENGINEER,  
SURVEYOR and CONTRACTOR,  
QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL" HONGKONG.  
A B C Code, 4th Edition.  
A I Code.  
Lieber's Standard Code.

Wm. SCHMIDT & CO.,  
Graham's.  
Hongkong, 3rd January, 1901. [1213]

## OUR PARIS LETTER.

Paris, 5th July.

Whenever the French do agree together, their unanimity is wonderful. They are now one as regards suppressing the furious driving of motor-cars. That is a boon and a blessing. A moderate rate of speed was accepted, but that toleration soon degenerated into licence. It was said that spinning along the highway at 50 miles an hour, with its moving accidents by flood and field, proved a remedy for neuritis. In France, that is to say, Paris, motors will be limited to a maximum speed of 15 miles an hour, while the said vehicles must have displayed in conspicuous mammoth figures its number, as registered at the tax office and at the Prefecture of Police. There are proprietors of motor-cars who always want to astonish the natives, and who rush headlong on the road regardless of consequences to everybody and everything. They are simply lunatics. Sometimes they are captured, and being mostly rich, have to pay dear for their enjoyment. In the courts, they have only to pay the fine, but outside they privately arrange for all claims of compensation. Go-carts, costermongers, market-carts, etc., all are fair quarry for the motor. Being such warm friends with Russia, the French Automobile Club ought to be able to supply the Muscovites who manufacture "cripples" for speculative mendacity with the victims made by their motor-cars. The ladies display a marked desire for furious driving when in charge of a car. As they have passed their examination to become a qualified chauffeur, and thus have been delivered a driving licence which they carry on them in a card-like case, along with their photo, they are difficult to deal with. "It is the pace that kills," said Lord Palmerston of old.

The bill on the regularisation of the religious monastic orders has become law. It was freely predicted that were such a measure voted, the paving stones, in Paris at least, would rise in mutiny. Fiddlesticks! the nation is as quiet as a lamb, and is occupied with nothing but the heat, storms and rain. Not a voice is raised for the invasion of England, even when the French fleet is practising high jinks in the Mediterranean. All societies not provided with permission to pitch their tent in France, or governed by a foreign council, have three months' grace to fold up their tents like the Arabs, and as quietly steal away. If they cannot establish other than clerical rites, their property will be confiscated for the benefit of the poor, sick, and indigent. The Jesuits will thus be severely hit. They and their confreres must petition for leave if they want to keep their flourishing scholastic establishments "going concerns." That would mean complete subjection in studies and teaching to the Minister of Public Instruction. As no favours will be granted, the monks of Chartreuse will have to part with their mountain factory to a lay body. They cannot distil their liqueurs elsewhere, for the herbs or plants employed only grow in a limited region round the monastery. However, after a little time, when the defeated recover from their wounds, they will no longer be making political warfare against the Republic and there will be peace—at all events within its walls.

The French naval authorities are giving great expansion to their autumn manoeuvres. The problem to solve is, how to prevent a fleet coming to reinforce that of an enemy in the Mediterranean; in other words, how keep the English Channel Squadron from joining its larger squadrons in the Great Inland Sea. France would employ all her resources in Algeria, Tunisia, and her Continental coastline to accomplish the desired solution. England has only to have plenty of battle-ships, cruisers, and torpedo-destroyers. These the French know she will possess. They note the excitement prevailing in Great Britain over some defects in the navy; but they do not at all consider that such expose her to the mercy of an enemy. In provoking a war, the French will write and orate, but to get them to join an invasion, run wholly by themselves, that they will never do. England has her plan out and dry for defence and attack. She can just as well purchase allies in the market as France, and even better. And the French now recognise that by trotting out the invasion of the British Empire—a big order—she has taught—the English how to quietly arrange for the partitioning of France. "The villainy you teach me, that I will execute," said Shylock. There are good bits of French territory that England could tempt Italy, Germany, and Spain to aspire to, backed by her aid. And no one believes that the unity of France, distracted by so many parties, would long survive internal convulsions. In 1870, Emile de Girardin, the self-appointed national medicine-man, proposed the breaking up of France into federated states. But Alsace was amputated, and remains out of all plans of Gallic unity. France has plenty of works to do to keep her budget balanced on the right side, to develop her colonies, to expand her trade and commerce, and to supply the "big brother" with loans, instead of fooling herself over invasions.

A new smart set has come to life in Paris, and compete with horses, bicycles, and motor-cars. They are the "Zoophiles." One Spanish lady drives a tandem with a pair of bullocks in the Bois de Boulogne; Madame Rojane, the actress, drives her phantom zebras; Madame Sarah Bernhardt's alligators are being trained; an Egyptian lady drives a splendid turnout of four large asses; a señora from Madrid has her mules and bells; and Danish dogs draw children's carriages, as do also goats. A showman has solicited permission to drive his mail-cart with a lioness and a tiger harnessed thereto. A few elephants and camels could be loaned, as well as giraffes. The resources of civilisation are unlimited.

England complains of being cut out of the locomotive market by the Americans, who make the machines more rapidly, cheaper, not so well finished, but possessing excellent works. The

French Legislature has learned the horrible news that the Great Northern Railway of France has become so degenerate in its patriotism as to lay in a stock of locomotives, manufactured, not in the States, but in England. The Ministry said the company was short of engines, the order could not be executed in France and English machines were judged as more superior to those built in America.

It is a puzzle to the French themselves, what is their object of building up so huge a navy when their commerce is modest, while if they but kept themselves quiet, and left their neighbours alone—a most difficult exaction—no one will or would interfere with them. Germany has not touched them since 1870, and it was only when ex-Foreign Minister Hanotaux practised his "aimless" with Marchand at Fushoda, that England pulled him up. France is to have a submarine fleet of 60 vessels, supplied with lime-plaster for the crews to render them proof against vitiated air. The fleet on leaving Ajaccio was surprised to find that the battleship *Jauréguiberry* had been struck by a dummy torpedo. The destroyers in vain searched for the concealed foe that could not be found. When the coast was quite clear, the submarine *Gustave Zede*, rose to the surface, and wished the "top of the morning" to the Maritime Prefect. But in time of war, will it be no easy to so creep upon a battleship? Of course, no independent eye witnessed the incident in question.

M. Paulin is the accepted "beggars agent" of Paris. He has the crank instead of keeping a racing-stud, a yacht, or a mile-a-minute motor, to have quite an arsenal of disguises, personal and accessory. He makes himself up in every form of beggarhood, and his appliances; he has monkeys, and barrel-organs, dogs that hold collecting-baskets in their mouths for the smallest contributions; he has a collection of false noses, whiskers, wigs, and similar paraphernalia, as would fit out an opera or masked ball. He is very rich too, and gives more than a touch of all he possesses to the poor. But his end is, to be allowed to beg when and where he pleases; the police have instructions to never interfere with him. He usually collects some 40 francs a day, and as much as 100 francs—when the times are very bad. His working day—often more than eight hours—over, he regains his carriage at an appointed place, drives to the Prefecture of Police, and hands in for the poor the net proceeds of his solicitations. He makes most money on Sundays, when rigged out as an old deaf, dumb, and blind beggar, accompanied by his dog "Timon." Jean Legoff concluded her mid-summer tour of thing advantageously. Heest up in the beggar line, and made 30 francs a day for some years; that kept him up as a very fashionable and smart member of society, and a well-known boulevardier. But a policeman observing Legoff, who is a Russian, recognised the swindler, despite his ragged attire, solicitor alms in the street. He will have to retire, to private life for a month to cease to do evil and learn to do good.

## OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO.  
Hongkong, 14th February, 1901. [50]

## AMERICAN SYSTEM

DENTISTRY  
AT  
No. 39, QUEEN'S ROAD CENTRAL.  
CHADWICK KEW  
(LATE OF POATE & NOBLE).  
Hongkong, 15th September, 1899. [1508]

怡牛號  
YEE SANG & CO.

COAL MERCHANTS,  
have always on hand  
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.  
Address—Care of Messrs. KWONG SANG & CO.  
No. 144, DES VUEX ROAD. [588]

SIEMTUNG.  
SURGEON DENTIST.  
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 23rd September, 1891. [532]

RUINART PERE & FILS, REIMS  
Established 1719.  
CHAMPAGNE GROWERS AND SHIPPERS.  
Ship only the Finest Quality Extra Dry (Green Seal).  
LAURENCE WEGENER & CO.,  
Sole Agents.  
Hongkong, 17th May 1895. [1271]

CARBOLINEUM-AVENARIUS  
USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Damages.  
Sole Agents for China.  
LUTGENS, EISENMANN & CO.,  
Hongkong, 31st August, 1897. [372]

A. LING & CO.,  
FURNITURE STORE.

PLATED GLASS & CROCKERY WARE  
Also FOOCHOW LACQUERED WARE.  
FURNITURE on HIRE.  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 1st May, 1901. [1146]

NOTICE.

THE Undersigned carry in Stock an extensive line of CIGARS and CIGARETTES from the "GERMINAL" FACTORY of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.

T. M. STEVENS & CO.,  
11, Duddell Street.  
Hongkong, 2nd August, 1901. [1934]

## THEODORO VAFIADIS &amp; CO.

## MANUFACTURERS OF

HIGH CLASS  
EGYPTIAN CIGARETTES.  
FACTORY, CAIRO (EGYPT)

CLOSE TO H.E. NUBAR PASHA'S PALACE.

## BRANCHES.

BOMBAY ..... 20, Esplanade Road. | RANGOON ..... 72, Merchant Street.  
CALCUTTA ..... 4, Dalhousie Square. | LONDON ..... 19, Basinghall Street, E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS

MESSRS. KRUSE & CO.,  
HONGKONG.

783-1



LEMCO

The Genuine Liebig Company's Extract,  
is the most concentrated meat essence made.  
Invaluable in Kitchen, Sick Room, and Hospital,  
and on the Battle Field.  
The only Meat Extract  
ever connected with  
JUSTUS VON LIEBIG.

[1870-1]

PUT  
"VIKING" NAVY CUT  
IN YOUR PIPE  
& Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2653-1]

DINNEFORDS

The Universal Remedy for Acidity of the Stomach,  
Headache, Heartburn, Indigestion, Sour Eructations,  
Silicious Affections.

DINNEFORDS  
MAGNESIA

Sold throughout the World.  
N.B.—ASK FOR DINNEFORD'S MAGNESIA.

[918]

Dr. E. D. MOORE'S ESTABLISHED 1840.

COCOA & MILK

Hot Water only required.  
Compact. Economical. Delicious and Strengthening.  
Works: Newport, Solon, England.  
Export: C. E. Morton, Crosse & Blackwell, etc., London.

[91]

TRY  
NAVY CUT  
ATC  
A GENTLEMAN'S  
SMOKE  
Supplied in three Grades.  
Mild Medium & Strong.  
PACKED IN  
AIR TIGHT VACUUM TINS  
MANUFACTURED BY  
THE AMERICAN TOBACCO CO. U.S.A.



[1735]



## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *k*, nearest Hongkong *h*, midway between Hongkong and Kowloon *m*, and those vessels berthed at the Kowloon Wharf *k.w.*, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	DEUCALION	Brit. str.	2 m.	F. W. Vibert, R.N.R.	BUTTERFIELD & SWIRE	To-morrow.
LONDON, &c., via PORTS OF CALL.	COROMANDEL	Brit. str.	2 m.		P. & O. S. N. Co.	On 17th inst. at Noon.
LONDON	PELUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th inst.
LIVERPOOL DIRECT	STUTTGART	Ger. str.	2 m.	P. G. G. G.	BUTTERFIELD & SWIRE	On 3rd September.
BREMEN, via PORTS OF CALL.	SADO MARU	Jap. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 10th inst.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	ERIDAN	Brit. str.	2 m.	Ristorcelli	BUTTERFIELD & SWIRE	On 18th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	MALACCA	Brit. str.	2 m.	E. G. Andrews	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
HAVRE & HAMBURG	KAWACHI MARU	Jap. str.	2 m.	J. Dohren	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
HAVRE & HAMBURG	ALXANDRIA	Ger. str.	2 m.	Reorden	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	Porcelius	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
HAVRE & HAMBURG	ADALIA	Ger. str.	2 m.	Phlers	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
NEW YORK via PORTS & SUEZ CANAL	ADARA	Brit. str.	2 m.	Williamson	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
NEW YORK via SUEZ CANAL	ARABIA	Brit. str.	2 m.	Kendall	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
NEW YORK	L. SCHIPP	Amr. ship.	2 m.	Forst	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
NEW YORK	ARAGONIA	Amr. ship.	2 m.	R. Archibald, R.N.R.	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
NEW YORK	MANUEL LLAGO	Amr. ship.	2 m.	G. L. Bowles, R.N.R.	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
NEW YORK	EMPEROR OF CHINA	Brit. str.	2 m.	J. Alton	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
VANCOUVER, via SHANGHAI, &c.	TACOMA	Brit. str.	2 m.	S. J. G. Parsons	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	TOSU MARU	Jap. str.	2 m.	H. Petersen	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	KANAKURA MARU	Jap. str.	2 m.	J. W. Ekstrand	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	KAGA MARU	Jap. str.	2 m.	H. L. Allen	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	YAKUSHI MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 10th inst. at Noon.
PORTLAND (OR.)	KNIGHT COMPANION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th inst. at Noon.
SAN FRANCISCO via NAGASAKI, SHANGHAI, &c.	NIPPON MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 10th inst. at Noon.
SAN FRANCISCO via AMOY, SHANGHAI, &c.	CHINA	Amr. ship.	2 m.	Dwyer	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
SAN FRANCISCO	FLINTSHIRE	Brit. str.	2 m.	McArthur	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
SAN DIEGO, &c., via AMOY, &c.	STRATHGYLE	Brit. str.	2 m.	H. Fraser	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
AUSTRALIAN PORTS	GUTHRIE	Brit. str.	2 m.	J. D. Andrews, R.N.R.	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	KASUGA MARU	Jap. str.	2 m.	W. Townsend	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	FORNOSA	Brit. str.	2 m.	F. L. Sommer	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	NANKEO	Jap. str.	2 m.	N. Tate	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	SANUKI MARU	Jap. str.	2 m.	M. Yagi	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	HAKATA MARU	Jap. str.	2 m.	Johnsen	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	ROSETTA MARU	Jap. str.	2 m.	Schmidt	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	MIKE MARU	Jap. str.	2 m.	B. T. Cook, R.N.R.	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	TAIFU	Brit. str.	2 m.	P. Wetten	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	QUANTA	Ger. str.	2 m.	K. Suzuki	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	LOONGMOON	Ger. str.	2 m.	S. Atsumi	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	PARANATTA	Ger. str.	2 m.	T. Ogata	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	PRINCESS IRENE	Jap. str.	2 m.	Bachurst	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	MAIDZURU MARU	Brit. str.	2 m.	Matovich	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	WHAMPOA	Jap. str.	2 m.	J. McArthur	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	ANPING	Jap. str.	2 m.	J. G. Spence	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	FOOCHOW & SHANGHAI	Jap. str.	2 m.	D. Costa	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	DAIJIN MARU	Jap. str.	2 m.	T. Murali	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	HAIPHONG	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	MANILA & TRIESTE, &c., via PORTS OF CALL.	Amr. ship.	2 m.		BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	MANILA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	SINGAPORE, PENANG & CALCUTTA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	BOMBAY	Ital. str.	2 m.		BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	BOMBAY, via SINGAPORE & COLOMBO	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 10th inst. at Noon.

## SHIPPING.

## ARRIVALS.

Aug. 2, ROBERT DICKINSON, British str., 1,331. McDermott, Penang 25th July. Petroleum. Oil—ARNOLD, KEBBERG & Co.

Aug. 2, DR. HANS JERG KLAER, Norwegian str., 691, H. Larsen, Chefco 27th July, Benas—CHINESE.

Aug. 3, FRECHING, British str., 980, J. N. Gordon, Holbow 2nd August, General—A. R. MARY.

Aug. 3, TARTAR, British str., 2,788, E. Beetham, Vancouver, B.C. 3rd August, General—C. P. E. Co.

Aug. 3, W. K. K. K., British str., 1,517, Sellar, Canton 2nd August, General—JARDINE, MATHESON & Co.

Aug. 3, TSVODIGAN MARU, Japanese str., 4,128, I. Narsaki, Kuchinotsu 25th July, Coal—MITSUBI BUREAU KAISHA.

Aug. 3, TINGANG, British str., 1,345, W. E. Saver, Moji 25th July, Coal—JARDINE, MATHESON & Co.

Aug. 3, UMYA, British transport, 3,450, R. W. Gimblett, Calcutta 21st July.

Aug. 3, P. H. CHOW KLAO, German str., 1,011, J. A. Morris, Bangkok 25th July, Rice and Timber—BUTTERFIELD & SWIRE.

Aug. 3, TAIKANG, British str., 1,544, E. C. Bradley, Shanghai 30th July and Swatow 2nd August, General—JARDINE, MATHESON & Co.

Aug. 4, MIKANI, British transport, Sandland, Calcutta 22nd July.

Aug. 4, GLENFERTY, British str., 3,026, R. Webster, Middlebro', Antwerp and Singapore 28th July, General—McGowan Bros. & Co.

Aug. 4, MAIDZURU MARU, Japanese str., 667, Suzuki, Anping 1st August and Swatow 3rd, General—M. B. KAISHA.

Aug. 4, CANTHAGE, British hospital ship, 5,198, London, Shanghai 1st August and Swatow 3rd, General—M. B. KAISHA.

Aug. 4, GLOXY, British battleship, 12,500, Corlar, 3rd August.

Aug. 4, LOONGMOON, German str., 1,245, Canton 4th August, General—SIEMSEN & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

3rd August.

Freiching, British str., for Haiphong.

Onang, British str., for Hongkong.

Eleonatus, British str., for Saigon.

Maria Kolb, German str., for Chawichow.

Holsen, German str., for Saigon.

Jacob Diederichsen, German str., for Hoibow.

Taichang, German str., for Hongkong.

Petravara, German str., for Saigon.

Daijin Maru, Japanese str., for Swatow.

Tsurugan Maru, Jap. str., for Kuchinotsu.

Kuenglee, British str., for Shanghai.

Nanpikang, British str., for Manila.

Tanaka, British str., for Japan.

Thales, British str., for Swatow.

Wingang, British str., for Shanghai.

Fookang, British str., for Canton.

Kong Beng, German str., for Bangkok.

Hohao, French str., for Hoibow.

Dr. H. J. Kier, Norwegian str., for Canton.

3rd August.

HONGKONG MARU, Jap. str., for San Francisco.

BENAL, British str., for Europe.

HONGWAN I, British str., for Amoy.

MOGUL, British str., for Shanghai.

MASSILA, British str., for Shanghai.

KWANGLEE, British str., for Shanghai.

SUNGKANG, British str., for Manila.

TANTALUS, British str., for Japan.

THALES, British str., for Swatow.

WINGANG, British str., for Shanghai.

FOOKANG, British str., for Canton.

KONG BENG, German str., for Bangkok.

HOHAO, French str., for Hoibow.

Dr. H. J. Kier, Norwegian str., for Canton.

4th August.

DAIJIN MARU, Japanese str., for Swatow.

TAICHONG, German str., for Hongkong.

HOLSTEIN, German str., for Saigon.

TELEMACHUS, British str., for Saigon.

OSANG, British str., for Hongkong.

MARA KOLB, German str., for Chawichow.

3rd August.

ADREDEEN DOCKS—Petravara, Tsurugan, Daijin, Telemachus, Mara Kolb, Canton River, French.

## COSMOPOLITAN DOCK—Colonies, Taisan, D. J. de Austria.

## SHIPPING REPORTS.

The Japanese steamer *Tsurugan Maru*, from Kuchinotsu 25th July, had light S.W. breeze, fine weather and smooth sea.

The German steamer *Phra Chom Kiao*, from Bangkok 25th July, had fair weather all the way, up to the 3rd when strong from Middlebro', Antwerp and Singapore 25th July, had fine weather to Singapore. From Singapore to Bombay 30th July, from there strong S.W. breeze, moderate sea and dull, cloudy weather.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

L. SCHIPP, American ship, C. S. Kendall—Carlowitz & Co.

SEA WITCH, American ship, Howes—Master

## VESSELS ON THE BERTH

## SHEWAN TOMES &amp; CO'S NEW YORK LINE.

## FOR NEW YORK via SUEZ CANAL.

## THE Steamship

## "ARARA"

Captain Williamson, will be despatched for the above port on or about 5th August, and will be followed by the Steamship

## "ATAKA"

on or about 15th September.

## FOR FREIGHT, apply to

## SHEWAN TOMES &amp; CO., Agents.

Hongkong, 22nd July, 1901.

## IMPERIAL GERMAN MAIL LINE.

## STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

## THE Imperial German Mail Steamship

## "PRINCESS IRENE."

OF THE NORDDEUTSCHER LLOYD.

Captain P. Wetten, due here with the outward German Mail about MONDAY, the 5th inst., will leave for the above places about 21 hours after arrival.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

## MELCHERS &amp; CO., Agents.

Hongkong, 2nd August, 1901.

## HAMBURG-AMERIKA LINE.

## FOR SHANGHAI.

## THE Steamship

## "LOONGMOON."

Captain Schmidt, will be despatched for the above port TO-MORROW, the 6th inst., at Noon.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

## SIEMSEN &amp; CO., Agents.

Hongkong, 1st August, 1901.

## AUSTRIAN LLOYD STEAM NAVIGATION COMPANY.

## STEAM

## MANILA, SINGAPORE, BOMBAY, PORT SAID, PIUME AND TRIESTE.

(Taking Cargo at through rates to the Brazils, Black Sea, Levant, Venice and Adriatic Ports).

## THE Company's Steamship

## "MELPOMENE."

Captain Matovich, will be despatched for the above TO-MORROW, the 6th August, P.M.

For information as to Freight, apply to

## SANDER, WIELER &amp; CO., Agents.

Hongkong, 26th July, 1901.

## HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

## SAILING DATES.

ACILIA ..... On 9th Aug. Freight.

ALEXANDRIA ..... On 27th Aug. Freight.

SIBIRIA ..... On 10th Sept. Freight and Passage.

ANDALUSIA ..... On 21st Sept. Freight.

ARABIA ..... On 5th Oct. Freight.

ARAGONIA ..... On 17th Oct. Freight.

NEW YORK via SUEZ CANAL ..... Freight.

and of August or beginning September.

## HAMBURG-AMERIKA LINE.

## HONGKONG OFFICE,

QUEEN'S BUILDINGS, No. 1.

Hongkong, 27th July, 1901.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

## SAFETY.

## SPEED.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION.)

"EMPEROR OF CHINA" ..... WEDNESDAY, 7th Aug., 1901.

"TARTAR" ..... WEDNESDAY, 14th Aug., 1901.

"EMPEROR OF INDIA" ..... WEDNESDAY, 25th Aug., 1901.

"ATHENIAN" ..... WEDNESDAY, 4th Sept., 1901.

"EMPEROR OF JAPAN" ..... WEDNESDAY, 25th Sept., 1901.

## THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey.

and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAIN.

FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace ITS PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

## SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN, PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage.

The "TARTAR" takes First Class and Storage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent, P.O. Box 100.

Hongkong, 25th July, 1901.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

## STREAMERS.

## DESTINATIONS.

## SAILING DATES.

Tosa Maru ..... MONDAY, 5th Aug., at 4 P.M.

Sado Maru ..... FRIDAY, 9th Aug., at Noon.

Mike Maru ..... FRIDAY, 16th Aug., at Noon.

Sanuki Maru ..... FRIDAY, 16th Aug., at Noon.

Hiroshima Maru ..... FRIDAY, 16th Aug., at Noon.

Kamakura Maru ..... MONDAY, 19th Aug., at 4 P.M.

Kawachi Maru ..... FRIDAY, 23rd Aug., at Noon.

Robetta Maru ..... FRIDAY, 23rd Aug., at Noon.

Kasuga Maru ..... FRIDAY, 23rd Aug., at Noon.

Hakata Maru ..... FRIDAY, 30th Aug., at Noon.

Kaga Maru ..... MONDAY, 2nd Sept., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 5th August, 1901.

## NORTHERN PACIFIC STEAMSHIP CO.



VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DOMENEUS"	On 9th August
GLASGOW and LIVERPOOL	"ORESTES"	On 13th August
GLASGOW and LIVERPOOL	"AJAX"	On 20th August
GLASGOW and LIVERPOOL	"TYDEUS"	On 28th August
GLASGOW and LIVERPOOL	"PYRRHUS"	On 4th September
FOR	STEAMERS	TO SAIL
LONDON	"DEVILION"	On 8th August
LONDON	"PELEUS"	On 20th August
LONDON	"STENTOR"	On 3rd September
LIVERPOOL DIRECT	"PATROCLUS"	On 10th August

(Taking Cargo at London Rates)

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co. [15]

Hongkong, 17th July, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
FOOCHOW & SHANGHAI	"WHAMPOA"	On 7th August
Kobe & MOJI	"NINGPO"	On 9th August

\* The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A daily qualified Surgeon is carried.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. [16]

Hongkong, 20th July, 1901.

**THE CHINA MUTUAL STEAM NAVIGATION COMPANY LIMITED.**  
TRANS-PACIFIC SERVICE  
TO  
VICTORIA (B.C.) AND SEATTLE  
Calling also at Tacoma and carrying Cargo on through Bills of Lading to New York and other ports of the United States in connection with the  
GREAT NORTHERN RAILWAY CO.'S LINES.

**THE Steamship**  
"YANGTSE"  
6,457 Tons, Commander H. L. Allen, is due here on 6th August, and will have quick despatch. For Rates of Freight and further Particulars, apply to  
**JARDINE, MATHESON & CO.,**  
Agents. [1825]

Hongkong, 20th July, 1901.

**PORTLAND AND ASIATIC STEAMSHIP COMPANY.**  
Agents for and in connection with  
THE OREGON RAILROAD AND NAVIGATION COMPANY  
Operating the New First-Class Steamships  
"INDAVIDE", "INTELLIGENT",  
and "KNIGHT COMPANION",  
between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBÉ and YOKOHAMA.

**THE Steamship**  
"KNIGHT COMPANION"  
will be despatched for Portland (Or.) on WEDNESDAY, the 7th August, at 3 P.M. Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.  
For through rates of Freight and further information, communicate with or apply to  
**ALIAN CAMERON,**  
General Agent,  
or to  
**SHEWAN, TOMES & CO.,**  
Agents. [1824]

Hongkong, 31st July, 1901.

**REGULAR STEAMSHIP SERVICE TO NEW YORK**  
VIA PORTS AND SUEZ CANAL.  
PROPOSED SAILINGS FROM HONGKONG.  
"HUDSON" About 7th Aug.  
"HEATHBURN" About 15th Aug.  
"JUPITER" About 22nd Aug.  
"KURDISTAN" About 29th Aug.  
"SATSUMA" About 5th Sept.  
For Freight and further information, apply to  
**DODWELL & CO., LTD.,**  
Agents. [1739]

Hongkong, 24th July, 1901.

**THE OSAKA SHOSHEN KAISHA, LIMITED.**  
FOR ANPING VIA SWATOW AND AMOY.  
THE Company's Steamship

"MAIZURU MARU."  
Captain K. Sakaki will be despatched for the above ports on WEDNESDAY, the 7th August.  
For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents. [18]

Hongkong, 25th July, 1901.

**THE OSAKA SHOSHEN KAISHA, LIMITED.**  
FOR FOOCHOW VIA SWATOW AND AMOY.

**THE Company's Steamship**  
"ANPING MARU."  
Captain S. Atsumi will be despatched for the above ports on WEDNESDAY, the 14th August, at DAYLIGHT.  
For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents. [19]

Hongkong, 31st July, 1901.

**FOR NEW YORK**  
"L. F. OLIPHANT"  
shortly expected here from KOBÉ, will load for New York, and will have quick despatch. For Freight, apply to  
**ARNOLD, KARBURG & CO.,**  
Agents. [1667]

Hongkong, 2nd July, 1901.

VESSELS ON THE BERTH  
U. S. MAIL LINES.

**PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.**  
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA  
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	TUESDAY, 6th Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.
"GAELIC"	WEDNESDAY, 2nd Oct., at Noon.

THE P. M. S. S. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 6th August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets, but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

**GEO. ECKLEY,**  
ACTING AGENT.

Hongkong, 24th July, 1901. [3-4]

**NAVIGAZIONE GENERALE ITALIANA**  
(TIGRIS AND RUBINATI UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUET, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENEZIA and TRIESTE, all Mediterranean, Adriatic, LIGURIAN and SOUTH AMERICAN PORTS up to CALAIO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

**THE Steamship**  
"BORMIDA"  
Captain D. Costa will be despatched as above on TUESDAY, the 13th August, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to  
**CARLOWITZ & CO.,**  
Agents. [7]

Hongkong, 31st July, 1901.

**CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.**

IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On or about 15th Sept.

**THE Steamship**  
"STRATHGYLE" will be despatched for SAN FRANCISCO via MOJI, KOBÉ and YOKOHAMA on or about 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, China and Japan.  
Hongkong, 18th July, 1901. [14]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin and QUEENSLAND PORT, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

**THE Steamship**  
"GUTHRIE"  
Captain McArthur will be despatched for the above ports on THURSDAY, the 15th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents. [1894]

Hongkong, 29th July, 1901.

**TO IMPORTERS FROM THE UNITED STATES.**

**THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED,**  
having Established a regular service of steamers from Seattle (Puget Sound) to Japan, China and the Philippines, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and Interior points of U.S.A. to the Orient.

For further particulars, apply at  
THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK;  
To the Agents of the Company at Japan, China, Philippines and Straits;

FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to  
GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

**JARDINE, MATHESON & CO.,**  
Agents. [1624]

Hongkong, 25th July, 1901.

**NATAL LINE OF STEAMERS.**

**THE Undersigned GENERAL AGENTS** in CHINA and JAPAN for the above Lines are prepared to issue "THROUGH BILLS OF LADING" for all the principal ports in SOUTH AFRICA, in connection with THE SOUTH AFRICAN RAILWAY CO. & to forward Goods hence to CALCUTTA. Sailing from CALCUTTA for CAPT PORTS every fortnight.

For Freight and further particulars, apply to  
**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.  
Hongkong, 1st August, 1901. [1850]

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, EGYPT, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON SATURDAY, the 10th August, 1901, at 6 P.M., the Company's Steamship "ERIDAN", Captain Ristorcelli, with Mails, Passengers, Spices and Cargo, will leave this Port for SAIGON.

This steamer will tranship her Passengers and Cargo at Saigon to the s.s. *Sinai* for MARSEILLES via BOMBAY.

The above steamer connects at COLOMBO with the s.s. *Ville de la Ciotat*, which vessel takes on her Passengers and Mails, leaving that port on the 24th August direct to Suez, Port Said and Marseilles.

Cargo and Spices will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Documents will be granted till Noon. Cargo will be received on board until 3 P.M. Spices and Parcels until 3 P.M. on the 10th August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Values of Packages are required.

For further particulars, apply at the Company's Office.

**P. DE CHAMPMOBIN,**  
Acting Agent.  
Hongkong, 31st July, 1901. [2]

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

**THE Steamship**  
"COROMANDEL"  
Captain F. W. Vibert, R.N., carrying His Majesty's Mails, will be despatched from this Port for Bombay on SATURDAY, the 17th August, at Noon, taking passengers and cargo for the above ports.

Silk and Valables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and values of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
**H. A. RITCHIE,**  
Superintendent.  
Hongkong, 5th August, 1901. [1]

**FOR NEW YORK.**  
"MANUEL LLAGUNA"  
will load during September and October, sailing about 25th October.

For Freight, apply to  
**SHEWAN, TOMES & CO.,**  
Agents. [1738]

Hongkong, 11th July, 1901.

**NOTICES TO CONSIGNEES.**  
OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer  
"TANTALUS"  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 6th instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 9th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 18th instant.

No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 2nd August, 1901. [15]

**"MOGUL" LINE OF STEAMERS.**

**NOTICE TO CONSIGNEES.**  
S.S. "MOGUL"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th August, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th August, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
**DODWELL & CO., LIMITED,**  
Agents. [1927]

Hongkong, 30th July, 1901.

**NOTICE TO CONSIGNEES.**  
FROM CALCUTTA, PENANG AND SINGAPORE.

**THE Steamship**  
"LIGHTNING,"  
having arrived from the above ports, Consignees of Cargo are hereby informed that their Good will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M., on the 3rd inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

**NOTICE TO CONSIGNEES.**  
THE P. & O. S. N. Co.'s Steamship

"MASSILLA"  
FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo in the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

The Vessel brings on Cargo—  
From London, &c., or s.s. *Victoria*.  
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, 2nd inst.

Goods not cleared by the 8th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

**H. A. RITCHIE,**  
Superintendent.  
Hongkong, 2nd August, 1901. [1]

**"BEN" LINE OF STEAMERS.**  
NOTICE TO CONSIGNEES.

S.S. "BENVENUE"  
FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 5th August will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 31st August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th August.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
**GIBB, LIVINGSTON & CO.,**  
Agents. [1919]

Hongkong, 30th July, 1901.

**STEAMSHIP "OCEANIAN."**  
COMPAGNIE DES MESSAGERIES MARITIMES.

**NOTICE TO CONSIGNEES.**  
CONSIGNEES of Cargo from London, ex s.s. *Combedou*, from Bordeaux, ex s.s. *Ville de Constantin*, and *Ville de Lorient*, from Havre, ex s.s. *Combedou*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY (MONDAY), the 26th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 5th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 5th August, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 5th August, at 3 P.M.

No Fire Insurance has been effected.

**P. DE CHAMPMOBIN,**  
Acting Agent.  
Hongkong, 29th July, 1901. [2]

**INTIMATIONS**  
FOR SALE.

A COUNTER 24 feet by 4 feet 6 inches with Teakwood Two-Shelf Stand on Top and Shelving below.  
Apply to—  
**W. BEWSTER & CO.,**  
Queen's Road.  
Hongkong, 13th July, 1901. [1770]

**CARTRIDGES.**  
NOBEL'S SPORTING BALLISTITE.  
Absolutely Smokeless and Water-resisting.  
THE BEST NITRO-POWER IN THE WORLD.  
PRICE OF 12-BORE CARTRIDGES—  
Loaded with With Powder only. and 1 oz of Shot  
Primrose Cases \$5.65 \$7.40  
Pegamoid Cases 6.25 8.00  
Ejector Brass Cases 6.50 8.50  
5 per cent. discount on orders of 1,000 and over.  
Apply to  
**WM. SCHMIDT & CO.,**  
Gunmakers.  
Hongkong.  
Hongkong, 27th July, 1897. [1669]

**PORTLAND CEMENT**  
J. B. WHITE & BROS.  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [1508]

**COLD STORAGE.**  
THE HONGKONG ICE COMPANY, LIMITED  
is now prepared to receive perishable provisions for Cold Storage at EAST POINT, at Moderate Rates.  
**WM. PARLANE,**  
Manager.  
Hongkong, 17th February, 1899. [165]

**THE NEED OF MUNICIPAL FREEDOM IN HONGKONG.**

BY  
"SCRUTATOR."  
With Leading Articles and Correspondence thereon Reprinted from the "HONGKONG DAILY PRESS" and "CHINA MAIL."

Price 20 Cents per Copy or Six Copies for \$1.  
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Hongkong, 30th July, 1901. [1383]



